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1. Up to this time the Polish gliding aviation industry is more independent of the Ministry of Industry than is true in the USSR, and as a result more individual initiative is employed and new and interesting designs are created. At the head of the Polish aviation industry is the Institute for Glider Aviation (Instytut Szybownictwa) located at Bielsko, west of Krakow. Director is Wladyslaw Nowakowski, who is an engineer specialist, non-Communist and anti-Soviet. He is directly subordinate to the Department of Civilian Aviation at Warsaw. Working closely with him are about 25 persons, consisting of three young engineers, five designers, and various technicians and specialists.
2. Since the war the following types of glider planes have been constructed at the institute:
 - a. ABC a prototype of a glider used for training purposes, constructed by Jan Matz, an engineer.
 - b. Mucha a glider used for training, built by Franciszek Kotowski, an engineer
 - c. Jastrzab a glider plane for acrobatic flying. Co-designers of this plane are: Jozef Niespal, an instructor; Zatwarnicki, an engineer; and Mrs. Kaniewska, an engineer.
 - d. Kaczka an efficiency glider (German Leistungsfähigkeit), constructed by the same persons who designed the Jastrzab.
 - e. Sep an efficiency glider constructed by Jozef Niespal.
3. The institute has also been engaged in the reconstruction of some German planes and pre-war Polish gliders known as Salamanders and Komars. The institute has its own workshop but no factory and employs about 50 workers.
4. During the spring of 1949 an extensive purge was carried out in the institute and many engineers were discharged for political reasons. Among them were Franciszek Kotowski and Jan Matz, both of whom were construction engineers. Since that time they have been assistants in the Mining Academy at Krakow.

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5. Glider planes are produced at the following factories:
 - a. At Jezow (Grunau) in Silesia a former large furniture factory was converted into an aeroplane factory. Its yearly production is approximately 200 planes, principally gliders, but some rebuilt Salamanders and Komars are also produced there. A training camp is also located at Jezow.
 - b. At Jelenia Gora (Hirschberg) in Silesia the former German factory known as "Schneider" was taken over by the Poles and converted into an aeroplane factory. This factory, which is one of the largest in Poland, has a yearly production of about 200 planes, chiefly ABC and Mucha gliders. Jelenia Gora is the site of one of the largest training centers for gliding aviation.
 - c. At Lubawka (Liebau) in Silesia glider planes are being built in a former government-owned furniture factory. The annual output is approximately 150 planes, chiefly of the ABC type. The ABC plane is produced and used extensively in Poland.
 - d. In addition there is a number of smaller workshops in Poland which produce glider planes by hand. The yearly production, however, does not exceed 100 planes.
6. The Six Year Plan calls for a production of 350 new gliders yearly. The entire aviation industry has at its disposal about 850-900 gliders, most of which were built after the war. These planes are predominantly of Polish make and a few are German.
7. Flight training of pilots is very inadequate, and only about 10-11 percent of them receive complete training. The Six Year Plan is planning an improvement in this situation. The exact number of glider pilots is not known but it is estimated to be between 3,000 and 4,000. This fact would indicate that they had all been trained since the war.

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